

SUCH ACTIVITY IS RARELY SEEN

Locomotive and Car Plants Have Many Orders for Work.

MR. WANN VICE-PRESIDENT

Leaves Chicago and Alton for C., H. and D.—Changes in L. and N.

Never has there been such activity in purchase and construction of railway rolling stock and equipment. Just now the demand for locomotives and cars of every description is so great that prices are advancing steadily. This activity is due to increased business and the necessity of providing for it. It will be welcome news to locomotive works and car building plants and their thousands of mechanics and laborers, and all those in the vocations producing the raw material therefor. No better idea of the enormous impetus to car and locomotive building now booming these industries can be had than is contained in this statement of President Ramsey, of the Vashish. He says: "We expect to shortly award contracts for more cars and locomotives, but just how many I cannot say. During the past six months the railroads have placed orders for 40,000 wooden and steel cars, and the car works have contracts on hand to keep them busy for the next four or five months. Contracts which I placed some time ago, I could not duplicate now for less than 15 per cent. advance."

The low price of cars induced railroads to buy freely, but the heavy demand has caused a sharp rise. More orders will be given by the railroads to replace old equipment and to provide for extensions. If the rail manufacturers reduce the price of steel rails heavy orders will be placed by the railroads, but if the pool maintains its present rate, I am afraid the railroads will endeavor to forego heavy purchases expected."

Mr. William W. Robertson has relinquished his position as stenographer in the office of the assistant general freight agent of the Southern Railway, to accept a position in the office of the district passenger and freight agent of the Atlantic Coast Line in this city. He will be succeeded by Mr. Fritz Baugh, of New York, formerly of this city. Mr. Robertson has assumed his duties with the Coast Line.

Mr. J. F. Walsh, superintendent of motive power of the Chesapeake and Ohio Railway, and Mr. J. J. Ewing, mechanical engineer, have gone to Jersey City, N. J., to witness some experiments with hopper bottom cars. They will visit several other railway centers before returning.

Mr. F. A. Wann, general freight agent of the Chicago and Alton Railroad, who has just resigned that position, has been named vice-president of the Cincinnati, Hamilton and Dayton and the Pere Marquette systems and will have charge of traffic. President Felton has taken charge of the traffic department of the Chicago and Alton until he can fill the vacancy.

Some important changes and promotions are in prospect in the Louisville and Nashville. It is expected that with the coming of the new year, C. B. Compton, traffic manager, will be promoted to the vice-presidency, vacated by the resignation of Mr. Walker B. Helms. Mr. D. M. Goodwyn, who is now in charge of the Cincinnati, Hamilton and Dayton and the Pere Marquette systems, will be promoted to assistant general freight agent. Other changes are anticipated.

The estimated earnings of the Southern Railway for the fourth week of November are stated by Comptroller A. H. Plant as \$1,148,922, an increase of \$209,353 over the corresponding week last year. This ratio of earnings if maintained for the year would mean an increase of more than ten millions.

At variance with judicial rulings elsewhere and establishing a condition that will tend to make Denver a mecca for ticket scalpers, Judge Mulligan, of that city, has decided that altering railroad tickets does not constitute the crime of forgery. The decision is based upon a Colorado law under which the reproduction of a printed paper is not a forgery, though it be of legal and commercial value. Railroad men will now try to have that law properly amended.

The work of reconstructing the Pennsylvania yards at Pittsburgh, begun last June, has been completed at a cost of \$500,000. They now accommodate 1,000 passenger cars and 1,000 freight cars. The work was done in 21 hours. The total cost of the work was \$500,000, an increase of \$500,000 a month as compared with the corresponding period of 1902.

Though only twenty-five years old, Yoshio Kenoshta is general passenger agent of the Imperial Japanese government roads. He came to this country several months ago to familiarize himself

RHEUMATISM

Rheumatism, one of the most painful of all diseases, is caused by an excess of uric acid in the blood and attacks the joints of the ankles, knees, hips, elbows, wrists and shoulders—even the fingers, toes and soles of the feet. It often attacks the neck, the back and most dangerous of all, the heart. The disease is accompanied by the most excruciating bone pains, and soon causes the joints to become stiff and practically useless.

Botanic Blood Balm (B. B. B.) reaches at once the internal source of the malady and counteracts the acid condition of the blood, dissolves and dissipates the rheumatic poison, relieves the pain, lubricates the joints and builds up the whole system. The fearful ravages of the disease are remedied and the sufferer gradually regains the strength and vigor of perfect health. It cures the most obstinate, long-standing cases where doctors, hot spring treatments and all other remedies have failed.

Botanic Blood Balm (B. B. B.) is sold by all druggists at \$1.00 per bottle, and is guaranteed to cure.

Botanic Blood Balm (B. B. B.) also cures Blood Poison, Scrofula, Cancers, Ulcers, Eczema, Carbuncles and all Skin Diseases. It is a sovereign remedy for all forms of Catarrh. A free sample and medical advice will be sent to anyone writing the company and stating symptoms of his or her disease. Write today.

Manufactured by BLOOD BALM CO., Atlanta, Georgia.

Gospel

It is gospel truth to say that no DISEASES such as rheumatism, neuralgia, biliousness, colic, cold, sore throat, backache, boils, bowel troubles, skin eruptions, and all those caused by local inflammation, can be so quickly, safely and surely cured, as by the use of HAMLINS WIZARD OIL.

It gets right down in, around the nerves and blood vessels of the affected tissues, where the trouble is, and gently soothes and coaxes them back to health.

For all pain, chronic and acute, it is a remarkable remedy, and has no equal in safety and effectiveness in the medical world. Price 50c and \$1.00. Fully guaranteed.

For sale and recommended by All Druggists.

with the methods and practices of American railroads, and has just matriculated as a member of the senior class of the department of philosophy of the University of Pennsylvania.

The Cincinnati, New Orleans and Texas Pacific is making a fine traffic record. Within the year there has been an increase of 25 per cent in the number of freight trains operated. During the past month 12,000 were handled as against 10,367 during the same time last year.

The Big Four has bought the handsome observation car exhibited at the St. Louis Exposition by the Pullman Company. It is the finest specimen of this class of equipment ever turned out, and will run between Cincinnati and Detroit.

The Chesapeake and Ohio has been defeated in a legal contest with the Deepwater for a right of way through a mountain pass where the latter had located its line.

THREE OLD CRONIES TAKE THEIR OWN LIVES

Remarkable Series of Suicides in New York City.

The details of a remarkable series of suicides were supplied when the body of Wilhelm Wissman was reduced to ashes at the Fresh Pond Crematory, Long Island, on Monday afternoon. Wissman was the last of a trio of old German cronies, all exiles from their native land, who took their own lives in identical the same manner within a week.

First to kill himself was Lebrecht Stamm, instructor in the school connected with the Labor Lyceum, Brooklyn. Stamm was fifty years old and had been a teacher in Germany, but his political opinions in the days of Bismarck's war on Socialism had driven him to America. He was much beloved by the students, but recently became despondent, and on Tuesday of last week he shot himself behind the right ear, leaving for his family the statement that his life had become useless.

Stamm's body was cremated at Fresh Pond, on Thursday. Christian Patterson pronounced a eulogy and others, among them Oscar Haase, a fellow-Socialist and close friend, spoke of the fortunate lot of him who was gone.

Oscar Haase was sixty-two years old, an American business agent of the Architects' Ironworkers' Union, No. 42. Lately he had been out of work, and despondent. Returning from the Stamm memorial meeting, to his home No. 501 East Seventy-sixth Street, he put a pistol behind his right ear and shot himself. According to his last wish his wife was cremated on Saturday.

Wilhelm Wissman was sixty years old, a man of education and an official of the Social Democratic party. For some time he had been out of work. With his last money he bought a revolver on Saturday, and showing it to his wife at his home, No. 124 Diamond Street, Greenpoint, remarked that it would be best for him to do as his friends, Stamm and Haase, had done. His wife took the revolver away.

In the afternoon Wissman went to the home of Undertaker Peter Blasius, No. 122 Norman Street, Greenpoint, and there shot himself as his two friends had. Friends are caring for the widow, who had only twenty-five cents left when her husband killed himself.—New York World.

REVOLUTION IN ROAD METHODS

Many Marvelous Changes Made in Equipment and Track Bed.

ELECTRICITY AND STEAM

Concrete Ties Instead of Wood. Steel Cars and Coaches in Prospect.

The first four years of the twentieth century have been more prolific of advances in practical railroading and in revolutionary changes and reforms than the preceding two decades. The next five or six years promise to bring about such radical changes in railway equipment, road-beds and operating methods as practically to revolutionize the system. Certainly marvelous have been wrought since the days of the old wood-burner locomotives, diminutive engines with their great top-heavy bulging stacks that emitted sparks like a volcano and attained a maximum speed of about twenty miles an hour with a light, fragile train. The locomotive of 1870 is a dwarf, indeed, beside one of the mammoth locomotives in use to-day by the great railways of the country, and the average passenger coach or sleeping car of to-day is as far ahead of those of thirty or forty years ago as the modern locomotive is ahead of the primitive.

Among the reforms and progressive advances of the immediate present may be mentioned the large expenditures by various systems in straightening out curves and reducing grades, thereby effecting a great saving in time, in fuel expense, in liability to accident and in distance and cost of rails. In order to successfully compete with well equipped expressways, whose grades are maintained by scientific engineering, other roads must increase the hauling capacity of their locomotives by reducing grades and cutting out curves. Earth fills have been replaced at great expense by substantial stone or metal, a permanent improvement that reduces the cost for repairs and maintenance of way. While all these improvements are being made, the cost of maintenance of way is, of course, materially increased, and this detracts somewhat from the showing of earnings, but this is merely temporary. In a few years the railways will be reaping the fruits of expenditures now in progress in decreased operating expenses.

Important Reforms.

But the reforms in railroading are more radical and remarkable than these merely physical improvements in the properties. Revolution is conspiring against steam as a motive power, and already successful experiments have been made with petroleum as fuel. Railways are now being operated in Texas with oil as fuel, and the oil is being further utilized to increase the comfort and attractiveness of travel by alloying the dust. With dust and cinders both eliminated, a great advance has been scored already. But this is not all. Experiments have been made with gratifying results in the use of electric locomotives, the New York Central electric motor cars, and a locomotive has been demonstrated to be a success in drawing heavy trains at a greater speed than is safely attainable with steam as a motive power. Yet the possibilities of electricity as a motive power are beginning to be realized. In some cases on the lines the steam locomotive has been discarded in favor of the electric current. It promises soon to be more generally used for yards and shifting purposes. The cost is the chief item, and when electricity has been demonstrated to be easily practicable and of no greater cost than steam, the doom of the locomotive of to-day will be at hand.

Have Concrete Ties.

An even more noteworthy development is now noted. The Lake Shore Railway has determined to engage in the manufacture of concrete ties instead of wooden ones for their tracks. Thousands and tens of thousands and even hundreds of thousands of ties are used yearly in replacing those rotting away on the various roads. Owing to the increasing cost of oak and cedar ties, the Lake Shore has determined to make this experiment. The fact that concrete ties have been determined upon, after experiments for over three years. The durability of the concrete ties is more than double that of wood. It is only a question of time before the various roads will supersede wooden ties with some permanent or certainly durable material. The employment of these concrete ties will ultimately be laid instead of the ballast and wooden ties of to-day. All these reforms are being brought about through a desire to reduce the cost of maintaining roads.

Another noteworthy development is the construction of steel cars instead of the more perishable and less capacious wooden cars. For some years coal cars, gondolas, as they are known, have been constructed of steel, these being built of the pressed metal with a capacity of fifty tons per car, as compared with the old or forty tons for the largest of the wooden cars. Now, the Erie Railroad has taken the lead in experiments with a steel baggage car. One is now on inspection at its Jersey City terminal, being constructed wholly of steel. It is non-inflammable, and less liable to be released, thereby offering greater security to both life and property and protecting the rear coaches from the shock of collisions. It is announced that it is the intention of the Erie to build its passenger coaches along this line. The passenger coach of the future will be of steel.

Two construction contracts for gondola cars of steel is so successful that the Pressed Steel Car Works of Pittsburgh is getting all the business it can do. Last year it delivered to the Chesapeake and Ohio Railway 1,000 of these fifty-ton double drop steel gondolas, and recently the same company gave an order for 500 more of the same pattern.

Supreme Court Proceedings. Proceedings of the Supreme Court of Appeals yesterday were:

Chesapeake and Ohio Railway Company vs. Smith, granted by Mr. E. L. Tamm for plaintiff in error, and Gray & Gray for defendant in error, and submitted.

Norfolk Railway and Light Company vs. Spradley, by &c.; argued by Richard B. Tamm for plaintiff in error, and continued until tomorrow morning.

The next cases to be called are: Warner Moore & Company vs. Western Assurance Company and Norfolk and Western Railway Company vs. town of Norfolk.

Mr. E. R. Turner, of Warrenton, Va., and Mr. E. A. Gray, of Palmyra, Va., were admitted to the practice of law in this county.

QUARLES' TOY STORE

Is Ready for Christmas.

All our Toys are open. Our store is crowded every day with people buying their Christmas toys. You can't come too early to avoid the rush. Only 18 more days until Christmas! Think of it! only 18 days in which to make your purchases. We sell for cash only, therefore, at a small profit. No New York store can surpass our exhibition of toys this season.

QUARLES, 105 East Broad.

MAY CURE PNEUMONIA WITH GOLD AND SILVER

French Physician Reports Sensational Discovery to Academy.

The New York Herald publishes the following from Paris:

A sensational communication was made to the Academie de Medecine today by Dr. Albert Robin, who reported his discovery of the fact that certain metals, such as gold and silver, very finely subdivided and employed in infinitesimal doses, exercise a considerable effect on the vital phenomena.

Reduction of the metals to the desired state is obtained by their electrical dissolution in water. The metal so treated acquires the property of developing a force similar to that of a ferment. This peculiarity of the phenomenon has led Dr. Robin to use the term "metalic ferments" in reporting his discovery.

These metallic ferments are employed in cases of pneumonia in hypodermic injections of from five to ten cubic centimeters of solution, containing from nine-hundredths to two-tenths of a milligram of gold, silver, platinum, &c., and produced a brusque defervescence of the malady in six cases out of ten before the seventh day.

Thirteen cases were obtained in fourteen cases thus treated.

There is a complete similarity between the natural favorable crisis in pneumonia and that produced by metallic ferments. These ferments, therefore, are capable of producing, aiding or hastening this natural favorable crisis.

After one or two injections the temperature falls suddenly, almost always in a definite manner. The employment of these metallic ferments does not constitute the complete treatment of pneumonia, for complications and the predominance of certain symptoms necessitate necessary therapeutics, but great progress would appear to be made by their use in the treatment of this frequent and serious malady.

UNJUSTLY IMPRISONED, HE SUES SANITARIUM

(Special to The Times-Dispatch.) STAMFORD, CONN., December 7.—The Western Sanitarium, a charitable institution for the treatment of nervous disorders, has been sued for \$35,000 damages by William R. Allen, of New York, who is a relative of the Vanderbilt family. Papers were served yesterday on Dr. F. D. Roland, president of the Western Sanitarium Association, declaring that he was forcibly detained at the institution for six years without his consent and without any warrant in law. It is a common practice in this State for private courts to formally commit persons to the institution for a definite length of time. This course, it is alleged, in Mr. Allen's complaint, was not adhered to in this case.

It is stated that Mr. Allen was induced to board a train at New York in December, 1896, without being made aware of his destination. He was brought to the Western Sanitarium and was held as an inmate of the institution. He was released from the institution last December. Mr. Allen says that he was placed in the sanitarium by wealthy relatives who wished to get rid of him. His complaint of the sanitarium valued at \$25,000 was attached yesterday.

TRAVELS 7,500 MILES TO GO TO COURT

(Special to The Times-Dispatch.) COLUMBIETTA, O., December 7.—Frank C. Ames, a Columbus man, bought three Panama hats in Columbia last winter for \$10, but they were stolen on ship on the way home. The steamer company accused and arrested a Cuban on reaching New Orleans.

Three times Mr. Ames has been called in New Orleans to a witness in the trial, necessitating 7,500 miles of travel at the State's expense, and now the court has found that while it is given no doubt, still, the Federal Court has no jurisdiction.

FULTON NEWS.

The Fulton Mission for the Relief of the Poor, with headquarters at No. 215 Williamsburg Avenue, is meeting with much approval. Mr. Morris, of Powhatan county, has re-

turned home after a pleasant visit to his daughter, Mrs. Egbert Chaborn.

Mr. R. H. Murray has returned to his home at Ochre, Chesterfield county, after a brief visit to friends.

Ivy Shelton, the eleven-year-old daughter of Mrs. A. J. Shelton, is quite sick at her home on Fourth Street.

Mr. and Mrs. Wesley, of Suffolk, Va., who have been visiting their daughter, Mrs. Jerome Sherry, on Louisiana Street, left a few days ago for Pocomoke, Ind., where they will make their future home.

W. N. Hoover, of Healing Springs, Va., who has been visiting his son, W. T. Hoover, on Louisiana Street, for the past two weeks, left a few days ago to spend the Christmas holidays with his son, the Rev. Milton Hoover, who lives in Louisiana.

Miss Sallie Ivroy is visiting her daughter at Elko, Va.

J. C. McKendree, a former collector, will be in charge of the Fulton Mission daily from 1 to 4 P. M.

Mrs. William Brown continues quite ill. Mrs. Henry Ball and her eighteen-year-old son, John Ball, continues extremely ill at their home on Graham Street.

Miss Florence Montgomery continues quite ill at her home on Nicholson Street.

Endorsed and Approved.

One of the stories attributed to Bishop Potter concerns a young and inexperienced clergyman, who had just been called to a city charge. At the end of the first month his salary was paid by a check and he took it to the bank and passed attention of the teller's window. The official looked at it and then passed it back. "It's perfectly good," he said, "but I will have to ask you to endorse it."

The young clergyman took his pen and wrote across the face of the check: "I respectfully subscribe to the sentiments herein expressed."

Thanks Will Come.

Teach your girl how to cook, and if she does not thank you, somebody's son will thank you for her.—Europa, Ala., Progress.

Solid Comfort.

All the same, if anything serious befalls the country within the next four years they can't lay it on us Democrats.—Montgomery Advertiser.

THE VALUE OF CHARCOAL.

Few People Know How Useful It Is in Preserving Health and Beauty.

Nearly everybody knows that charcoal is the safest and most efficient disinfectant and purifier in nature, but few realize its value when taken into the human system for the same cleansing purpose.

Charcoal is a remedy that the more you take of it the better; it is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of the system.

Charcoal sweetens the breath after smoking, drinking or after eating onions and other odorous vegetables.

Charcoal effectively cleans and improves the complexion, it whitens the teeth and further acts as a natural and eminently safe cathartic.

It absorbs the injurious gases which collect in the stomach and bowels; it disinfects the mouth and throat from the poison of catarrh.

All druggists sell charcoal in one form or another, but probably the best charcoal and the most for the money is in Stuart's Charcoal Lozenges; they are composed of the finest powdered willow charcoal, and other harmless antiseptics in tablet form or rather in the form of large, pleasant-tasting lozenges, the charcoal being mixed with honey.

The daily use of these lozenges will soon tell in a much improved condition of the general health, better complexion, sweeter breath and purer blood, and the beauty of it is, that no possible harm can result from their continued use, but on the contrary, great benefit.

A Buffalo physician, in speaking of the benefits of charcoal, says: "I advise Stuart's Charcoal Lozenges to all patients suffering from gas in stomach and bowels, and to clear the complexion and purify the breath, mouth and throat; I also believe the liver is greatly benefited by the daily use of them; they cost but twenty-five cents a box at drug stores, and although in some cases a patient preparation, yet I believe I get more and better charcoal in Stuart's Charcoal Lozenges than in any of the ordinary charcoal lozenges."

A CARD ON THE MILK QUESTION

Richmond Dairy Company, 204 North Foushee Street, Richmond, Va., December 7, 1904.

To the Public.—In view of the fact that the impression seems to prevail in the minds of some that the recent advance in the price of milk from 7 to 8 cents per quart was due to the adoption of the Pure Food Ordinance, we think it proper to state plainly and clearly our position on the subject, so that the public may be able intelligently to judge whether that position is reasonable and just.

We desire to say first that we are in hearty sympathy with any plan the object of which is to guarantee to the citizens of Richmond pure, wholesome milk of a high standard and quality.

To this end we favor the objects of the Pure Food Ordinance. There are some provisions of the ordinance to which the attention of the Board of Health has been called, looking to an amendment, and which the board now have under consideration. The proposed amendment, however, does not contemplate the lowering of the standard of quality or affect the true objects of the law in any way.

There are some small items of extra expense incident to the operation of the milk business under the Pure Food Ordinance, but this is not the cause of the advance in price. As a matter of fact the price of milk should have been advanced before now, for numerous reasons. Two years ago we paid \$17 per ton for bran. It now costs \$21 in carload lots. Corn meal cost us then \$22 per ton. It is now \$28. These are the principal food stuffs bought for the cattle. Other dairy food stuffs have also advanced. Dairy labor costs us at least 15 per cent. more now than two years ago, and all these things considered, the advance of one cent in a quart of milk does not seem to us unreasonable, particularly when it is remembered that all other food products have also advanced in price to a marked degree. In Baltimore, Washington, New York and Philadelphia, milk is sold at from 8 1/2 to 10 cents per quart, and in our own city of Norfolk at 10 cents.

As to our methods of handling milk, we would say that in addition to the tests used by us, a reliable chemist of Richmond, employed at our expense, takes samples of our milk, and furnishes with a statement of his analysis each day. These statements we keep on file for our own use and for inspection by any one who cares to see them. All this is in addition to and independent of the inspection made and samples taken by the city inspector, and the analyses of the city chemist. We would esteem it a pleasure to have representatives of the press and others, who as consumers of milk or otherwise have an interest in this question, to go through our establishment and thoroughly acquaint themselves with the methods we employ in the handling of milk.

Respectfully, RICHMOND DAIRY COMPANY, J. O. SCOTT, T. L. BLANTON, Sec. and Treas., President.

MA TELLS COUPLE PA HAS BIG GUN LOADED

(Special to The Times-Dispatch.) WINSTED, CONN., December 7.—"Hello, Mamma, Leon and I are married," telephoned Miss Ida Fowler, fifteen years old from M. Horton, N. Y., to her mother here Monday night.

"You had better remain away from Winsted," Mrs. Fowler responded, "if you know what's best for both of you. Your father has got his gun loaded."

Miss Fowler and Leon Grant, who is about twenty, eloped Monday, and their whereabouts was not known until the receipt of the late phone message.

The couple has not returned.

Sydnor and Hundley

Our Goods and Prices Are Hard to Match.

We are digging for dollars, and have brought together the FURNITURE that will unlock your pocket-book. We have a countless profusion of the

Beautiful, Useful and Enduring,

suitable for Xmas.

Our Bridal Suits are more attractive, is possible, than ever.

Our stock of Tufted Leather Chairs and Rockers is

GREAT

and, as usual, we are headquarters for choice Morris Chairs.

Sydnor and Hundley, Leaders - Broad St.

Morgan R. Mills, 809 E. Franklin, PLUMBING, HEATING, TINNING.

Prompt attention to Repair Orders. 'PHONE 1110.

To-morrow morning, 10 o'clock, Great Street Parade, Main and Broad Streets.